

Update on Public Transit Planning Activities in Metro Atlanta and State of Georgia



Presented to
Intermodal Committee
State Transportation Board
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Today's Presenters

John Orr, Manager

**Transportation Access and Mobility Division
Atlanta Regional Commission**

Jamie Cochran, FAICP

**Transit Program Manager
Georgia Department of Transportation**

Overview of Transit Planning In Metro Atlanta

- Transit Planning Role and History
- Update of Regional Concept 3
Transit Vision and Regional
Transportation Plan
- Special Transit Planning Efforts in
Metro Atlanta



Atlanta Regional Commission

ARC AS THE MPO

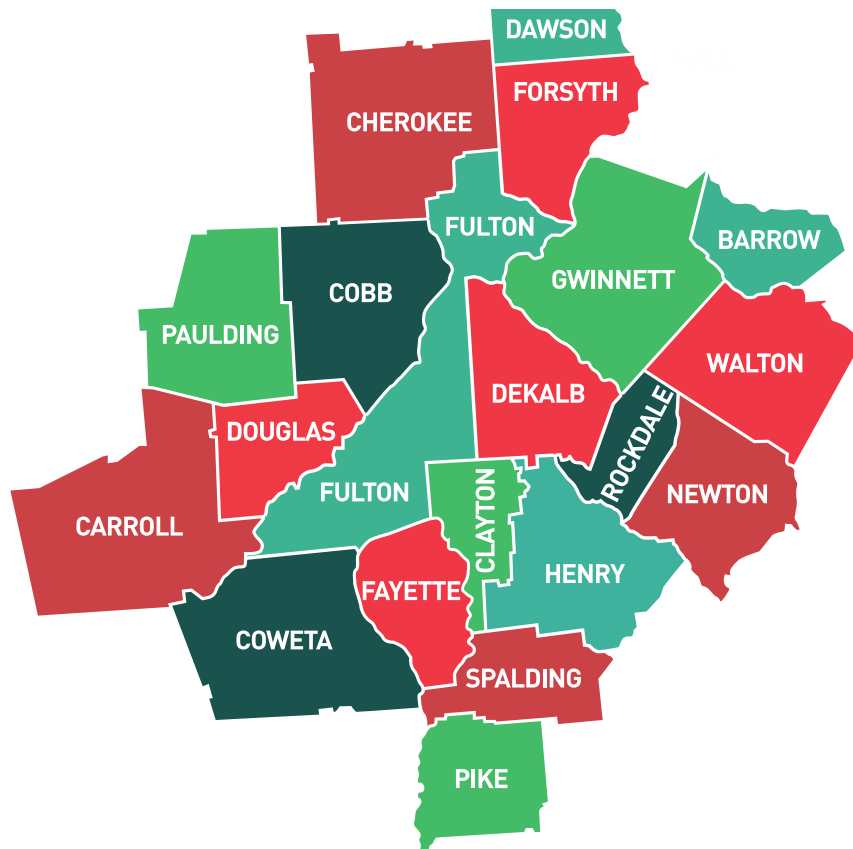
The ARC 20-county region represents 50% of Georgia's population

ARC is responsible for:

Helping local communities develop plans for their community

Coordinating local planning efforts and developing a Regional Transportation Plan

Distributing federal funds to transportation projects



MPO Policy Committee

—— ARC Board ——

Transportation and Air Quality Committee 20-county area

County Commission Chairs (10)

Limited Member County Commissioners (7)

ARC Board Chair

Mayor of Atlanta

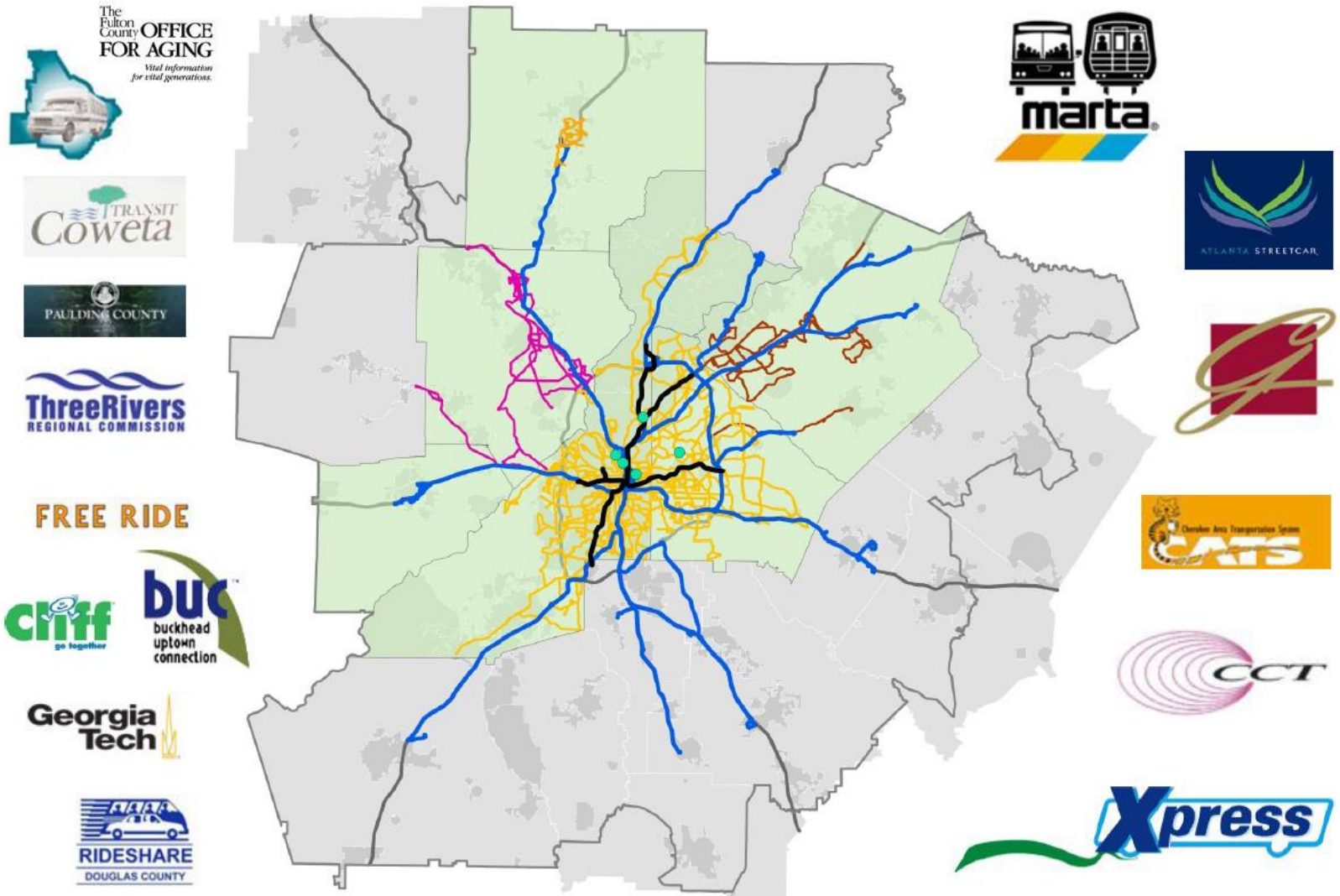
Board Members – MARTA, GDOT, and GRTA

GDOT Planning Director

Georgia EPD Rep

Additional ARC Chair Discretionary Appointments (mayors, etc.)

Transit in Metro Atlanta Today



History of Transit Planning and Service in the Atlanta Region

Focus on Transit System Start-Up and Expansion

1950s: recognition of public transportation, including new rail system, importance to growth of the region



1960s: focus on proposals for rapid transit



1970s: legislative activity and voter referenda



1980s and 1990s: rail and bus expansions beyond MARTA service area

GWINNETT COUNTY
TRANSIT

2000s: further regional bus service expansions and concepts for coordinating regional transit



Metro Atlanta Regional Transit Expansion Vision

50

Miles of existing rail transit (2015)

93

Additional route miles of rail or other high capacity premium transit planned to be completed by 2040

**\$11.9
billion**

Estimated capital cost to construct the high capacity premium transit services in the constrained plan

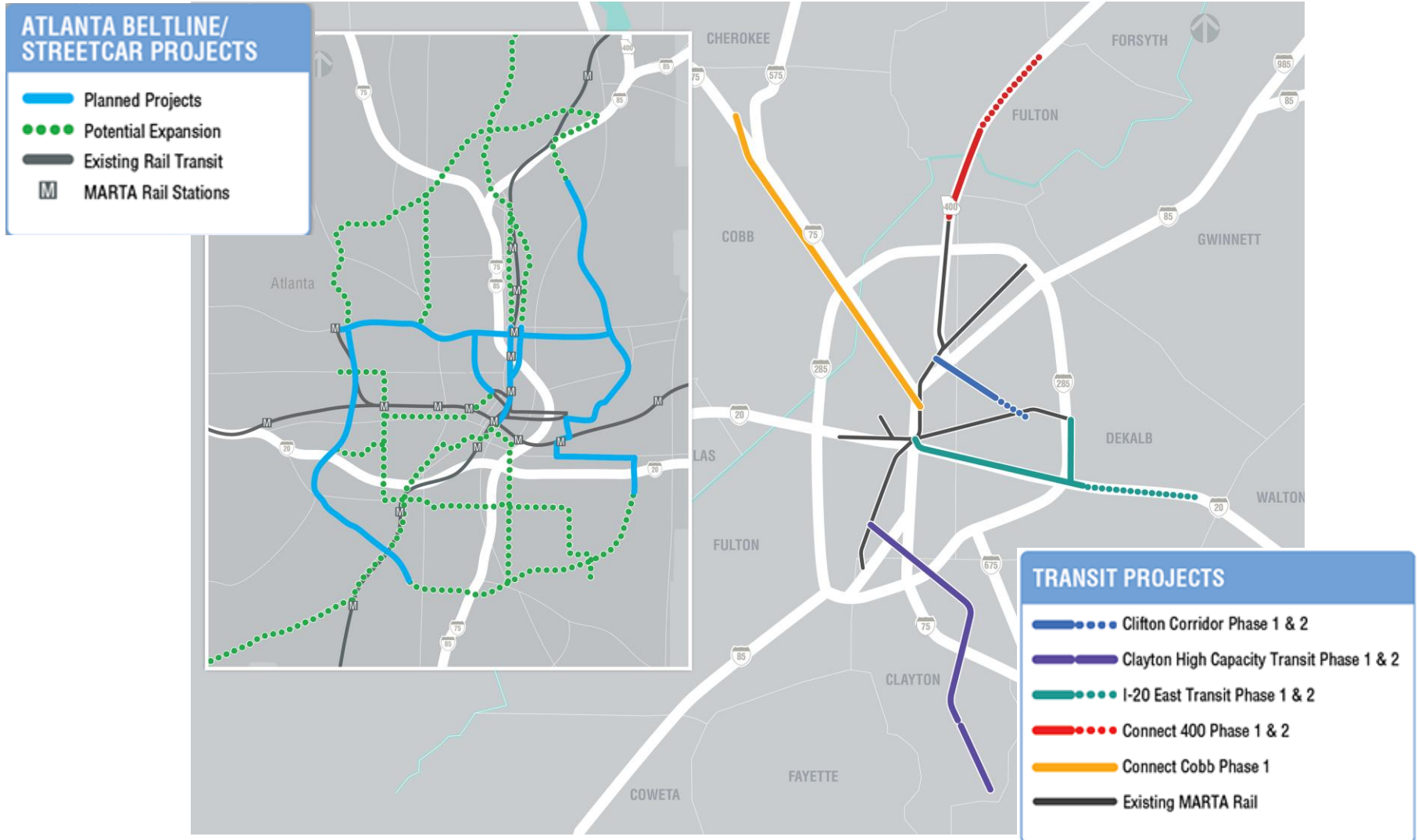
199

Total length of high capacity premium transit system upon build out (includes projects in the financially unconstrained vision)

**\$20-22
billion**

Estimated capital cost for full build-out of high capacity premium transit system (includes projects in the financially unconstrained vision)

Regional Transit Expansion: Financially Constrained RTP (Regional Plan)



GDOT's Role in Statewide Transit Planning in Georgia

**Jamie Cochran, FAICP
GDOT Transit Program Manager**

Overview of GDOT's Statewide Transit Planning

- GDOT's Role
- Statewide Transit Plan
- Where Are We Today?
- What Drives the Need for Transit?
- Questions/Answers

GEORGIA'S RANGE OF TRANSIT OPTIONS

Rural
Transit Options



Suburban
Transit Options



Urban
Transit Options



GDOT's Role in Statewide/MPO/Regional Transit Planning



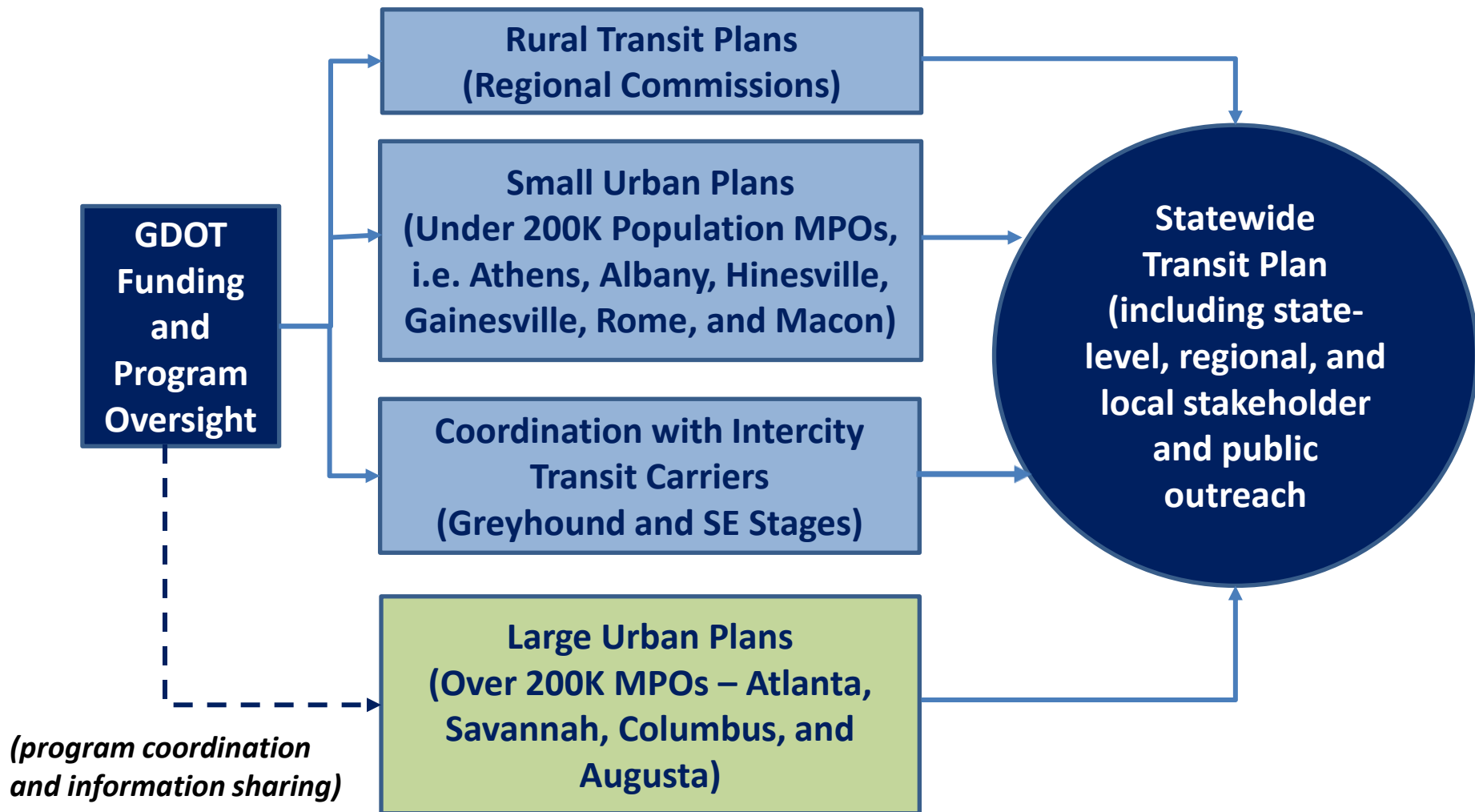
Federal Transit
Administration

- Administers Federal Transit Administration (FTA) and State Funds for Metropolitan and Regional Plans
 - Section 5303 Funds for Statewide and MPO Plans
 - Section 5304 Funds to Regional Commissions

- GDOT's Portfolio of Statewide Plans
 - Statewide Transportation Plan (required by USDOT)
 - Statewide Strategic Transportation Plan (required by GA Legislature)
 - Statewide Freight and Logistics Plan
 - Statewide Rail Plan
 - Statewide Aviation Plan
 - Statewide Transit Plan (underway)



Georgia's Statewide Transit Planning Framework



GDOT Statewide Transit Plan

- **Major Plan Elements/Outcomes**
 - Goals, Objectives, and Performance Measures
 - Needs Identification (Rural and Urban)
 - System Connectivity (Intercity, Inter-Regional, and Statewide)
 - Opportunities for Efficiency
 - Coordination with MPO/Regional Plans
 - Assessment of Public Benefits
 - Transit Funding Outlook and Options
 - Transit Investment Priorities

- **Current Activities Underway:**
 - Scoping Phase
 - Identification of Key Stakeholders
 - Assembly of Data for Rural Transit Needs



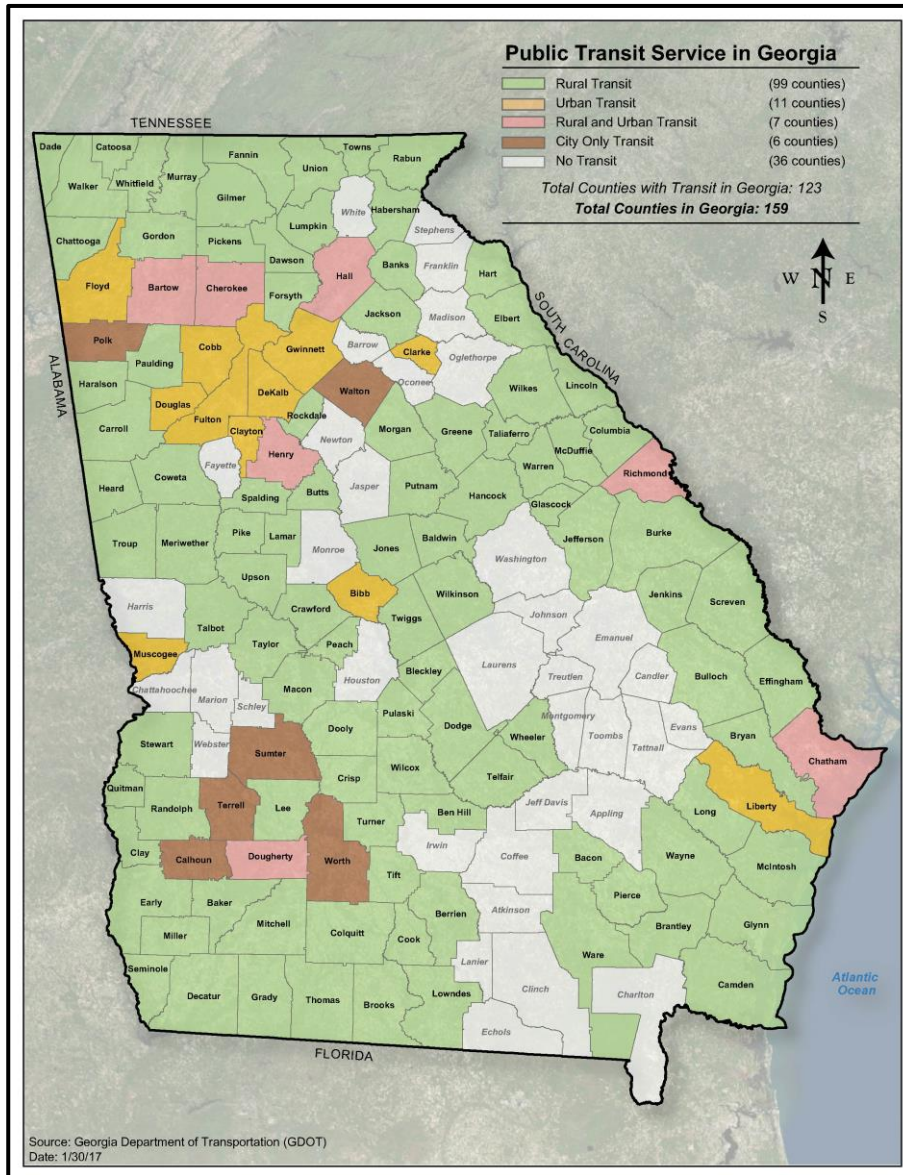
GDOT's Role in Regional and Local Transit Planning

**Helps Fund and Strengthen Plans by MPOs
and Regional Commissions**

- **Valdosta Shuttle Demonstration Service (2016)**
- **New Bus Stop Improvement Program and “Youth Ride Free” Program in Athens**
- **New Saturday Service in Gainesville**



Where Are We Today?



Current Public Transit Systems in Georgia

Areas With Transit Service: 123 counties (77% of total)

Areas Without Transit Service: 36 counties

Total = 159 Counties

Public Transit in Georgia: By The Numbers

16

No. of urban transit systems in GA (2016)

80

Number of rural transit systems in Georgia (2016)

16.5

Million miles travelled in rural transit in GA (2015) – 10th highest in US

5

Number of transit systems helping with Hurricane Matthew response

1

Rank in total number of rural transit systems in U.S. (2014)

289

Total number of transit trips made in Georgia in 2016 (in millions)

19

Number of regional planning agencies in GA working on transit

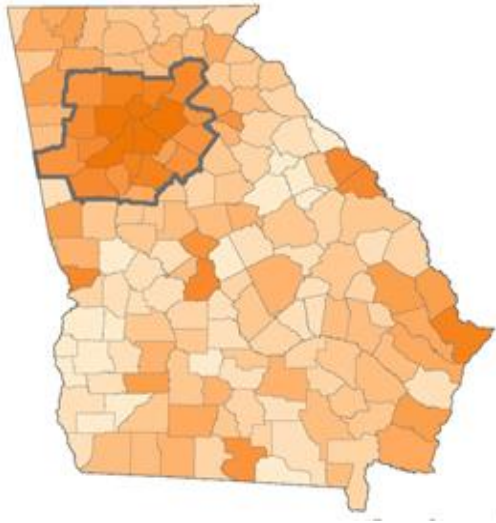
Sources: US Census, American Public Transit Administration, State of Georgia

Three-Year GDOT Public Transit Expenditures (in \$ millions)*

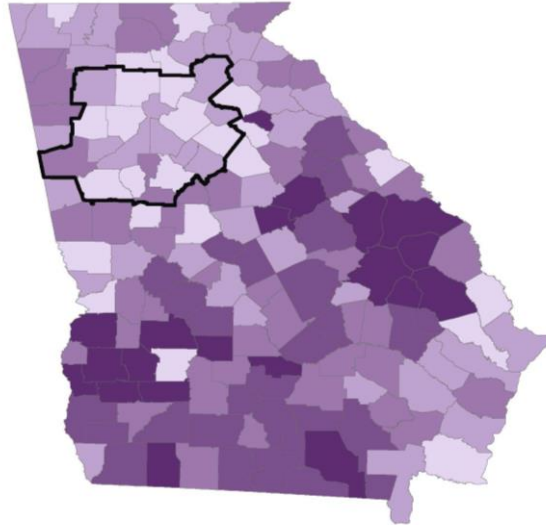
Fiscal Year	Federal (FTA)	State	TOTAL
FY 14	\$ 35.0	\$ 2.9	\$ 37.9
FY 15	\$ 32.5	\$ 2.8	\$ 35.3
FY 16	\$ 34.7	\$ 0.6	\$ 35.3
			\$ 108.5

** Reflects expenditures for rural and small urban (under 200K in population only); excludes local expenditures (about \$ 32 million/year) and expenditures by GA Department of Human Services for transportation (about \$ 25 million/year)*

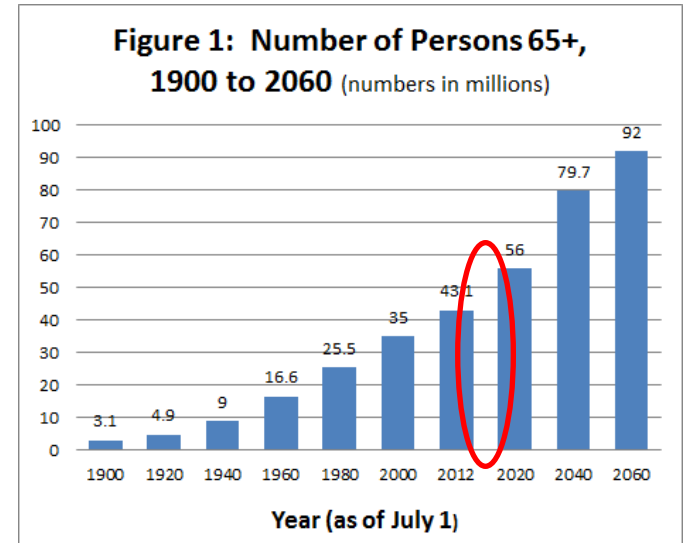
What Drives the Need for Public Transit?



**State Population
in 2040**
*(from 10+ to 15+
million in 2040)*



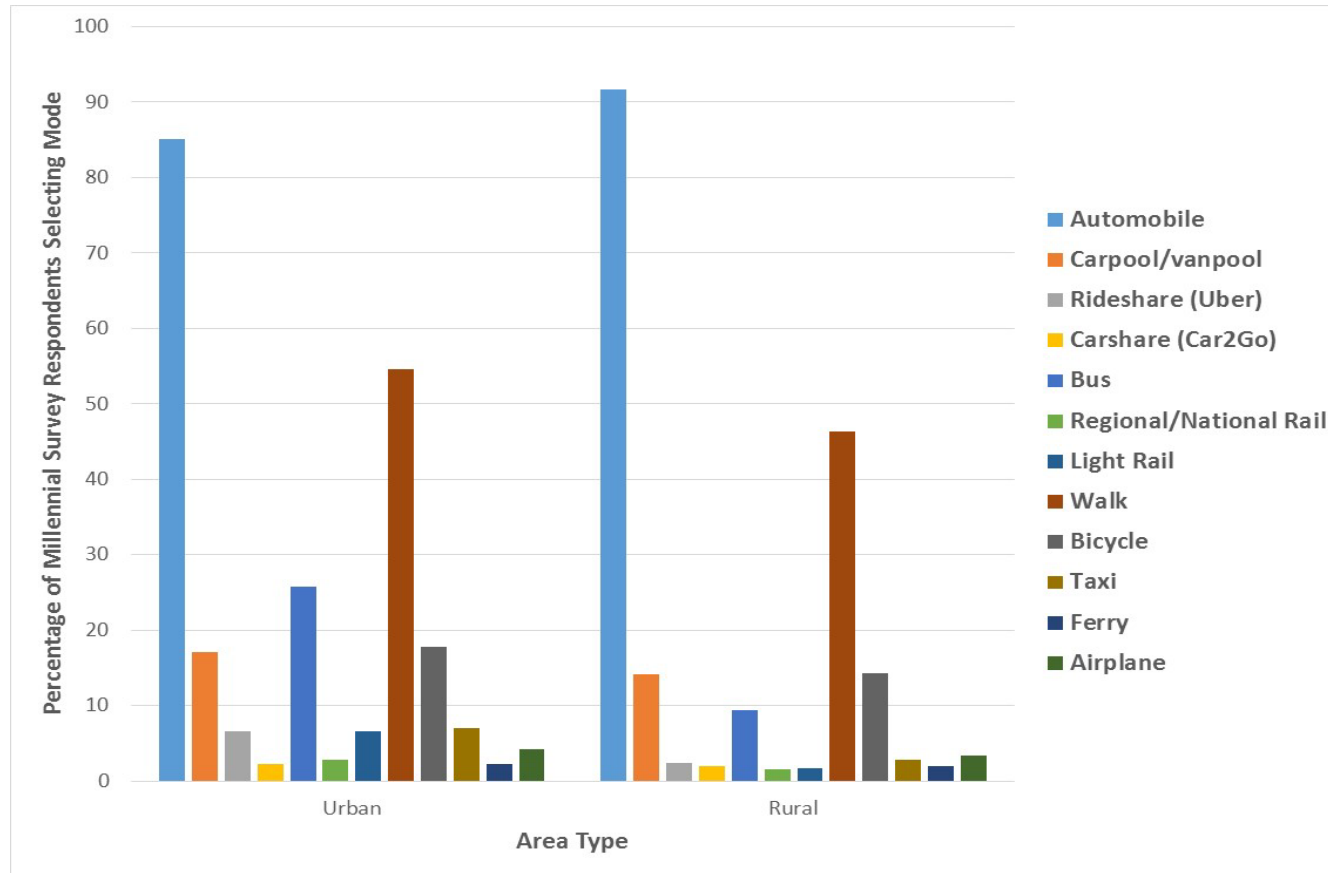
**Household
Economics**
*(households in
poverty in 2015)*



**Rapid Increase in
Seniors**
(occurring nationally)

What Drives the Need for Public Transit?

Travel Preferences of Millennials (Urban and Rural)



Source: Mobility Mindset of Millennials in Small Urban and Rural Areas, Minnesota DOT - 2016



**Public Transit
Brings A Wide
Range of Benefits
To States, Regions,
and Communities
of All Sizes**

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